

WELCOME

Norfolk Avenue Shared Street Feasibility Study

Public Meeting

September 20, 2023



Source: Google



Public Meeting
September 20, 2023

Tonight's Speakers

Matt Johnson, AICP
Project Manager
Montgomery County

Jennifer J. Ray, AICP
Project Manager
JMT



Agenda



- Norfolk Avenue Shared Street Feasibility Study Overview
- Summary of Public Workshop held March 2023
 - Community Survey Summary
 - Menu of Options
- Preferred Concept Development
- Tonight's Activities



Project Overview



Project Overview

Norfolk Avenue Shared Street Facility Planning Study

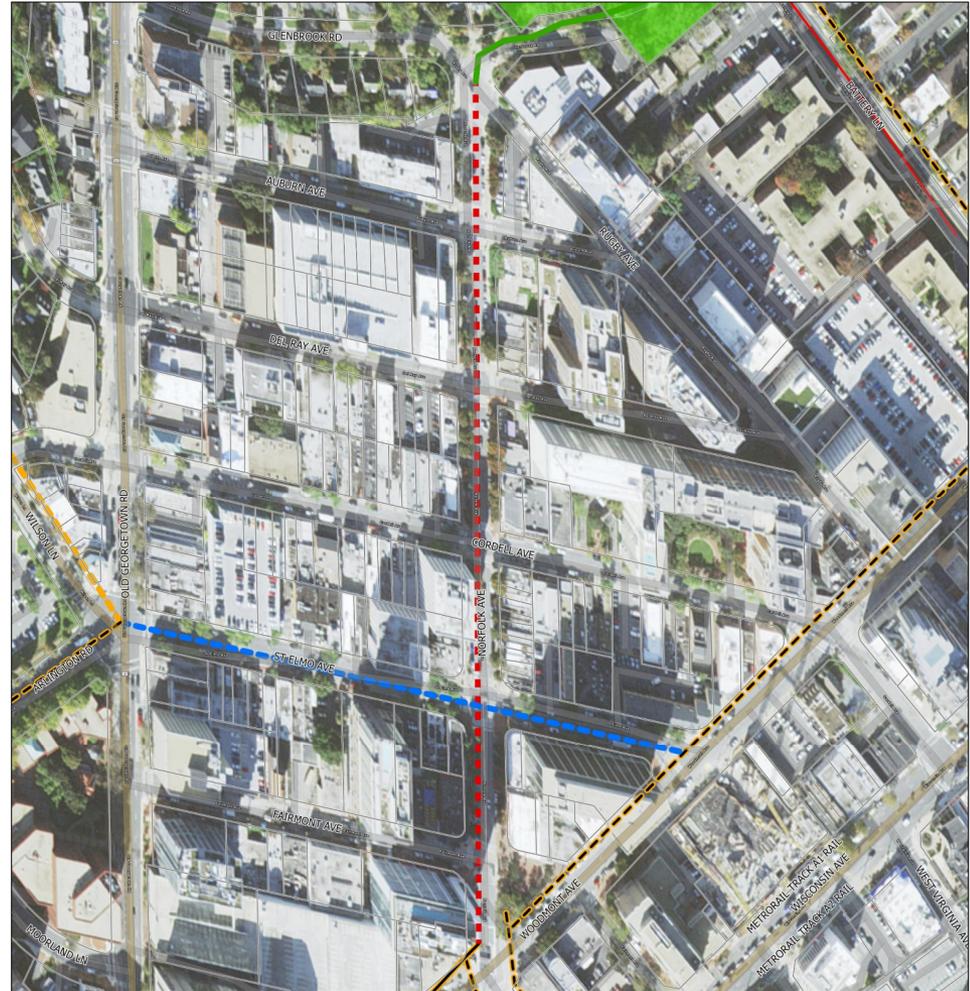
- A feasibility study identifying shared street options along Norfolk Avenue from Rugby Avenue to Woodmont Avenue
 - Del Ray Avenue to St. Elmo Avenue: Existing Streeterly
 - Study includes additional 100' along intersecting streets



Project Overview

Norfolk Avenue Shared Street Facility Planning Study

- Options focused on identifying appropriate use of roadway to prioritize community space, pedestrian and bicycle activities, and include greenery and functional artwork.
- Activities complete to date include:
 - Community survey
 - Field visits
 - Business owner meetings on-site
 - Developed a menu of options for component pieces
 - Developed “sample blocks” illustrating how components can piece together
 - Public Workshop held March 2023



Community Input



Community Survey Summary

Norfolk Avenue Shared Street Facility Planning Study

- Survey was open from November 2022 – February 2023
- Surveys Completed: 2,308
 - Bi-lingual information sheets / surveys
 - Distributed online and in-person
 - Social media posts
 - Website
- Significant responses:
 - Maintain streetery in some form
 - BUP streetery plan preferred
 - Provide on-street parking
 - Incorporate access for deliveries
 - Ensure pedestrian and bicycle safety

MCDOT Norfolk Avenue Shared Street Facility Planning Study

PROJECT PURPOSE:
MCDOT is investigating the feasibility of implementing an expanded shared street facility on Norfolk Avenue in downtown Bethesda. This study will include the approximately 1,500 linear feet corridor of Norfolk Avenue between Rugby Avenue and Woodmont Avenue, and the cross streets for approximately 100 feet in both directions.

The purpose of this study is to evaluate long-term options for the length of Norfolk Avenue within the study area to create a shared street for users of all modes of transportation of all ages and abilities. This study will build upon the ongoing short-term improvements to the existing Streetery that are being made by Bethesda Urban Partnership, and will consider the potential for larger, more permanent improvements to the corridor. Specifically, the study will evaluate the feasibility of potentially expanding the Streetery, relocating curbs, and adding new placemaking features, while maintaining the safe movement of pedestrians and bicyclists through the space, and considering both vehicular traffic and loading and unloading needs for local businesses.

MCDOT WANTS YOUR INPUT:
Input from residents and visitors of Bethesda, as well as the local business community and people with disabilities will be essential to developing a plan that will best serve everyone who lives, works, and visits in this area.

PROJECT TIMELINE:

Month	Activities
Summer 2022	• Project Kickoff • Case Studies of Similar Facilities
Fall 2022	• Public Engagement
Spring 2023	• Design
Summer 2023	• Construction
Fall 2023	• Opening

MCDOT Estudio de Planificación de las Facilidades de las Calles Compartidas de Norfolk Avenue

PROPÓSITO DEL PROYECTO:
MCDOT está investigando la viabilidad de implementar una instalación de calle compartida ampliada en Norfolk Avenue, en el centro de Bethesda. Este estudio incluirá el corredor de aproximadamente 1,500 pies lineales de Norfolk Avenue entre Rugby Avenue y Woodmont Avenue, y el cruce de calles por aproximadamente 100 pies en ambas direcciones.

El propósito de este estudio es evaluar opciones a largo plazo para la longitud de Norfolk Avenue dentro del área de estudio para crear una calle compartida para usuarios de todos los modos de transporte de todas las edades y habilidades. Este estudio se basará en las mejoras continuas a corto plazo del los comedores existentes afuera en la calle, que está realizando Bethesda Urban Partnership, y considerará el potencial de mejoras más grandes y permanentes en el corredor. Específicamente, el estudio evaluará la factibilidad de expandir potencialmente los comedores existentes afuera en la calle, reubicar bordillos y agregar nuevas características de creación de espacios, mientras mantiene el movimiento seguro de peatones y ciclistas a través del espacio, y considera tanto el tráfico vehicular como las necesidades de carga y descarga para las empresas locales.

CRONOGRAMA DEL PROYECTO:

Temporada	Actividades
Verano 2022	• Comienzo del Proyecto • Estudios de Casos de Facilidades Similares
Ototoño/ Invierno 2022	• Participación de los interesados • Desarrollo de conceptos
Primavera 2023	• Taller público • Alternativas preferidas
Verano 2023	• Diseño Preliminar
Invierno 2023	• Reunión Pública • Cierre del Proyecto

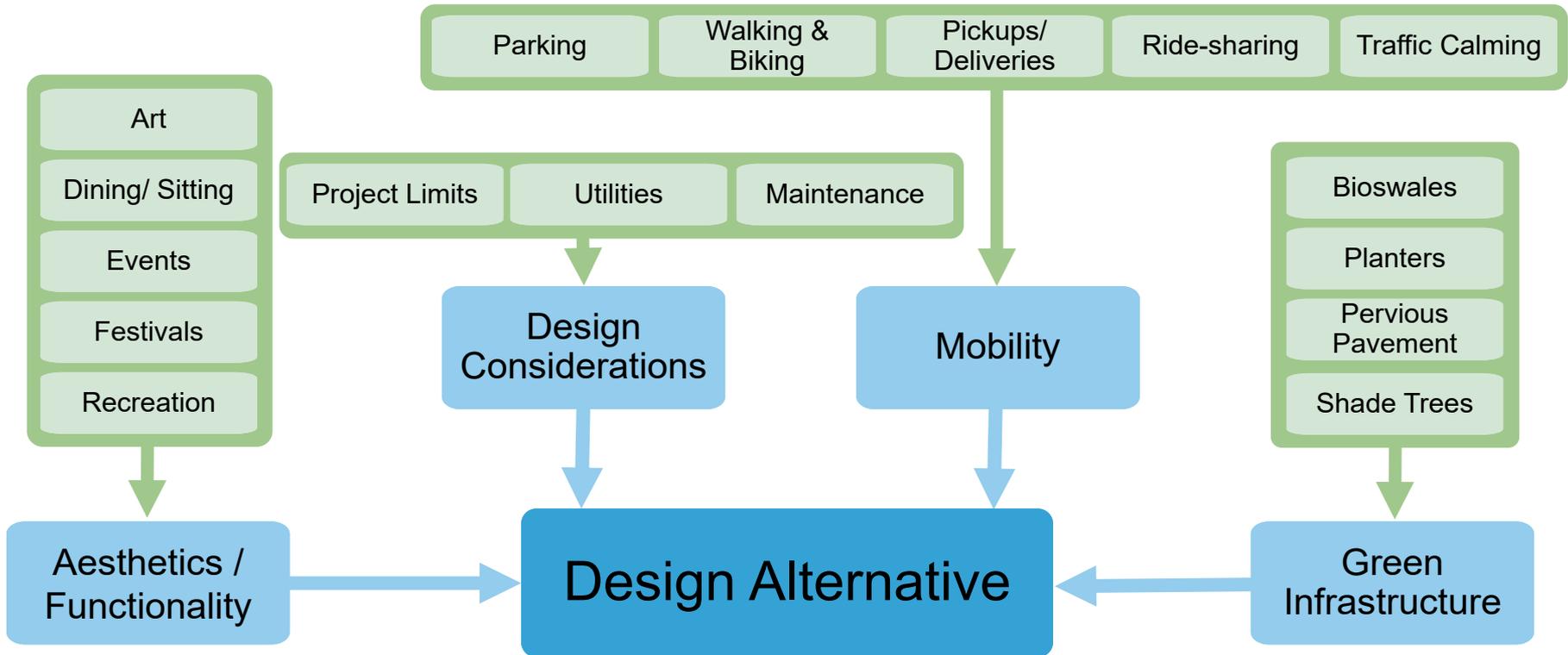
MCDOT QUIERE SU OPINIÓN:
La opinión de los residentes y visitantes de Bethesda, así como la comunidad de negocios locales y de las personas con discapacidades, serán esenciales para desarrollar un plan que sirva mejor a todos los que viven, trabajan y visitan esta área.

Usted puede completar la encuesta del proyecto utilizando el enlace o el Código QR: <https://www.surveymonkey.com/r/XVWBJK2>
Por favor responda antes del 3 de febrero de 2023.

Español

Menu of Options

Overview



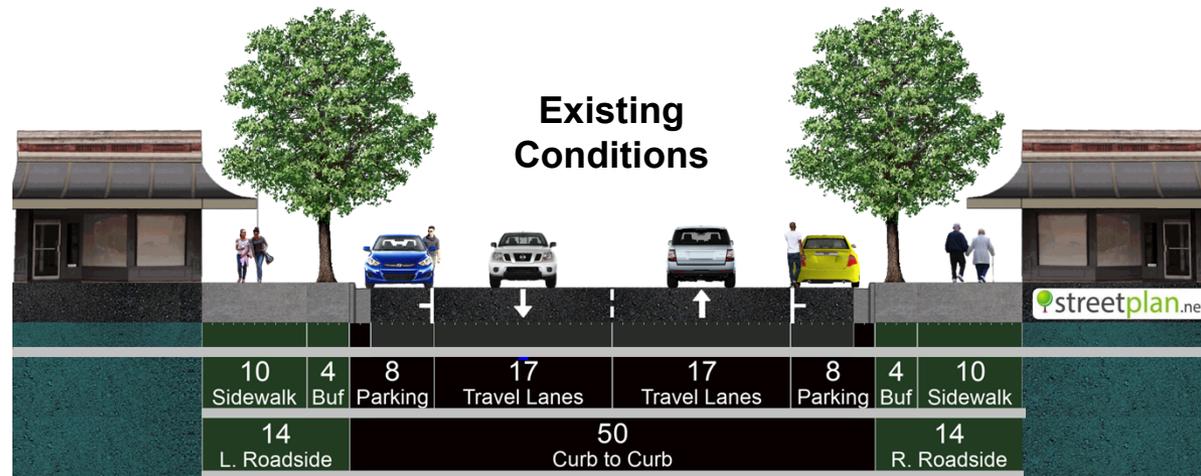
Concept Development



Existing Condition

Norfolk Avenue existing street

- No changes proposed for the roadway
 - Two 17' travel lanes
 - Two 8' parking lanes
 - Four-foot buffers
 - Ten-foot sidewalks



Illustrations represent a typical section facing west along Norfolk Avenue. Specific areas may vary. All dimensions are shown in feet.

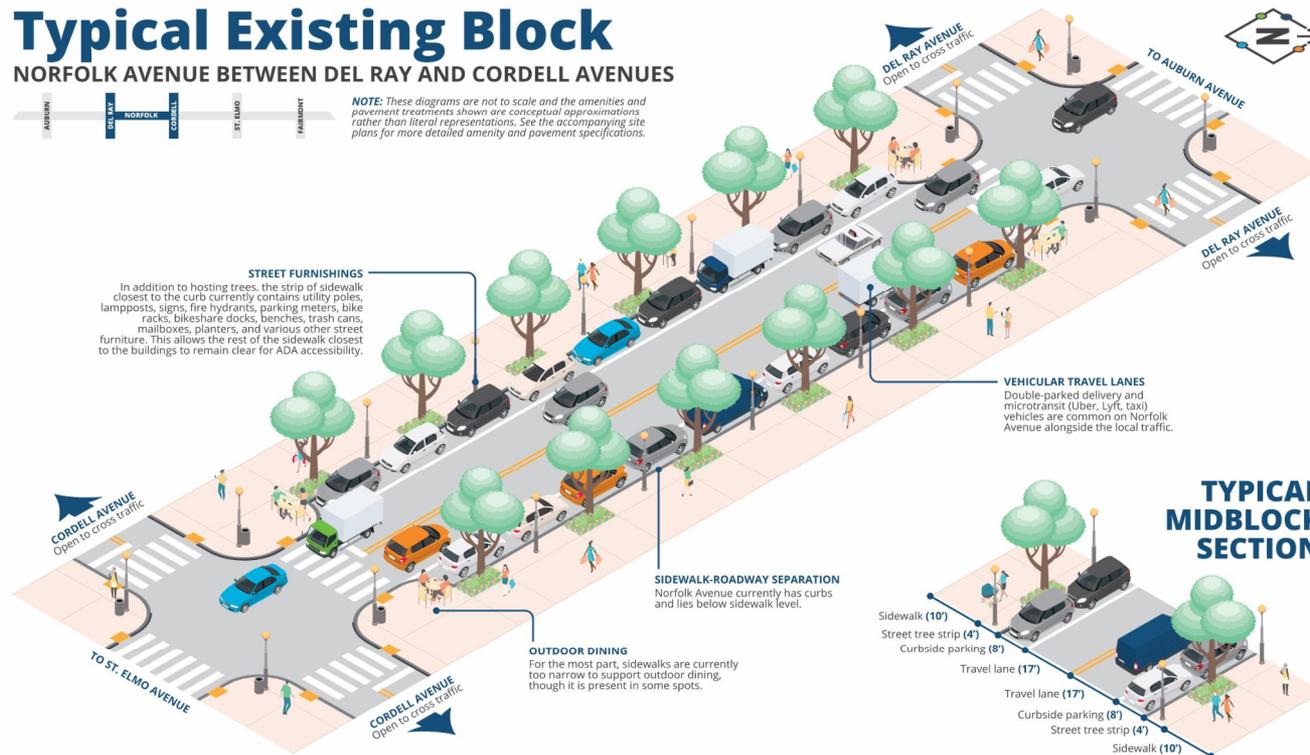
Existing Condition

Norfolk Avenue, Existing Street

Typical Existing Block NORFOLK AVENUE BETWEEN DEL RAY AND CORDELL AVENUES



NOTE: These diagrams are not to scale and the amenities and pavement treatments shown are conceptual approximations rather than literal representations. See the accompanying site plans for more detailed amenity and pavement specifications.



Preferred Concept

Summary

- Green Corridor Section
 - Rugby Avenue to Del Ray Avenue and Fairmont Avenue to Woodmont Avenue
 - 2-way cycle track
 - On-street parking southside of Norfolk Avenue
 - Reconfigured Rugby Avenue intersection
 - Raised crosswalk across Rugby Avenue
- Streetery, Curbless Section
 - Del Ray Avenue to Fairmont Avenue
 - Incorporated BUP streetery concept
 - Raised roadway provides consistent slope building face to building face
 - Enhanced pavement types, patterns, and colors
 - Raised intersections
 - Delivery areas at intersecting streets

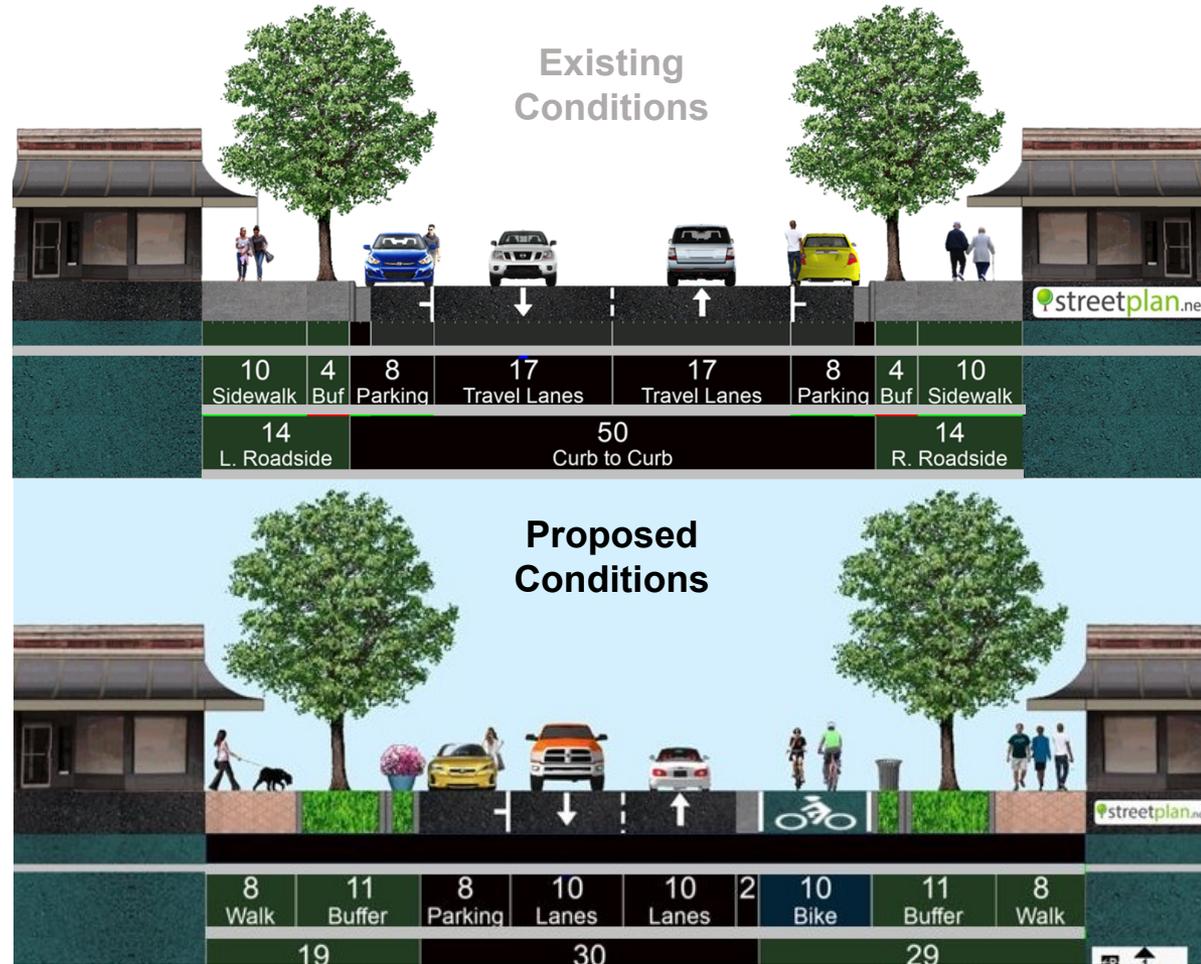


Preferred Concept

Green Corridor

- Narrow lanes from Del Ray Avenue to Rugby Avenue to maximize pedestrian / green space and a separated cycle track.

- Ten-foot travel lanes
- Ten-foot separated cycle track
- 11' buffer space to allow for street trees and green infrastructure, as practicable
- 8' sidewalks
- Parking provided on southside of Norfolk Avenue



Illustrations represent a typical section facing west along Norfolk Avenue. Specific areas may vary. All dimensions are shown in feet.



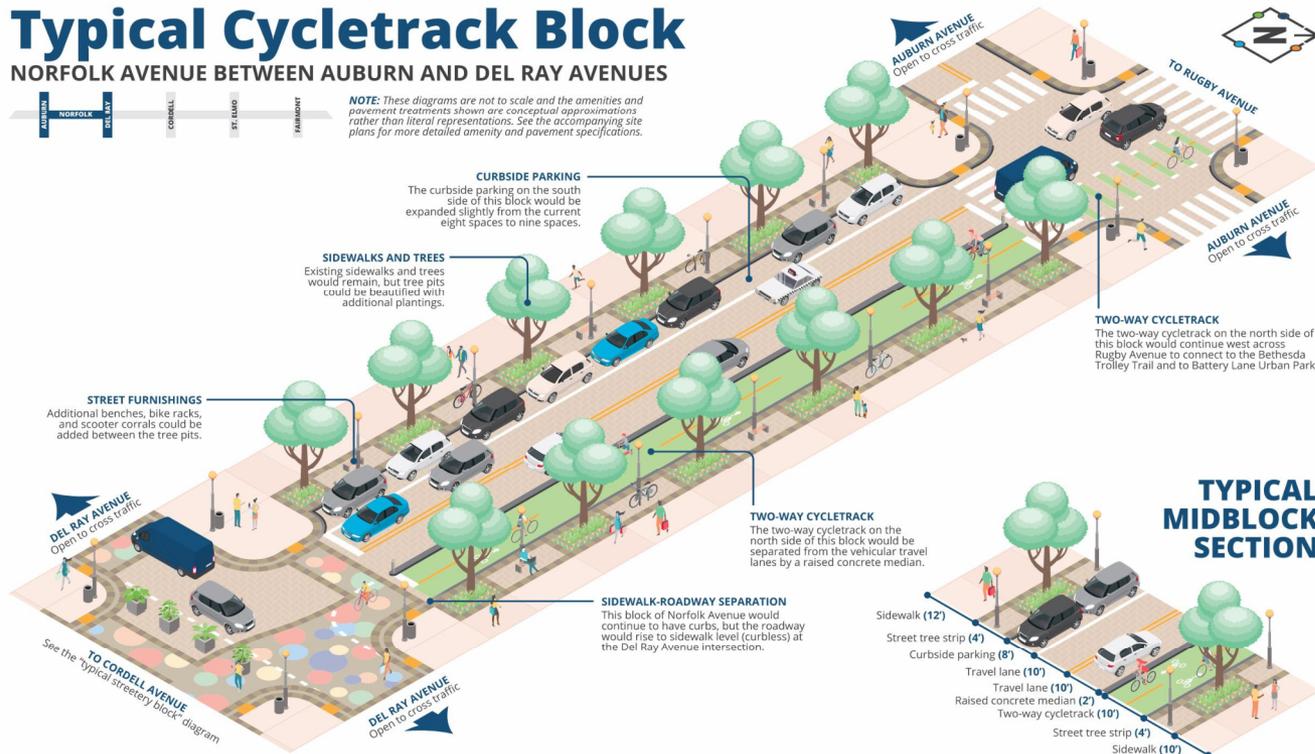
Preferred Concept

Green Corridor / Cycletrack

Typical Cycletrack Block NORFOLK AVENUE BETWEEN AUBURN AND DEL RAY AVENUES



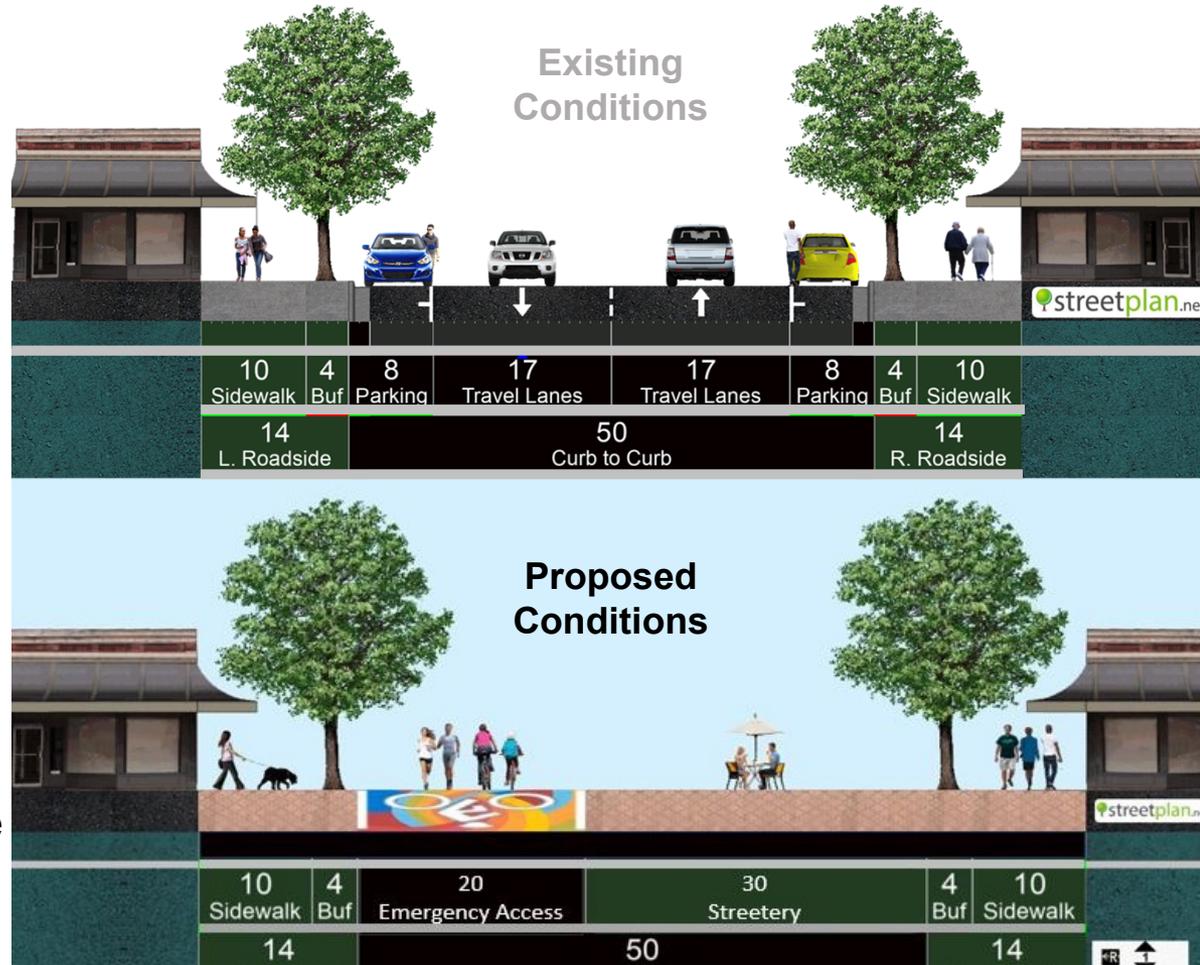
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Preferred Concept

Streeterly, Curbless

- Roadway closure from Fairmount Avenue to Del Ray Avenue to allow maximum space for non-vehicular use.
- 20' wide emergency access / shared-use path (location varies)
- 30' streeterly areas on either side of roadway (location varies)
- 14' area for trees, sidewalk, etc.
- Parking removed this section of Norfolk Avenue
- Raised intersections at cross streets



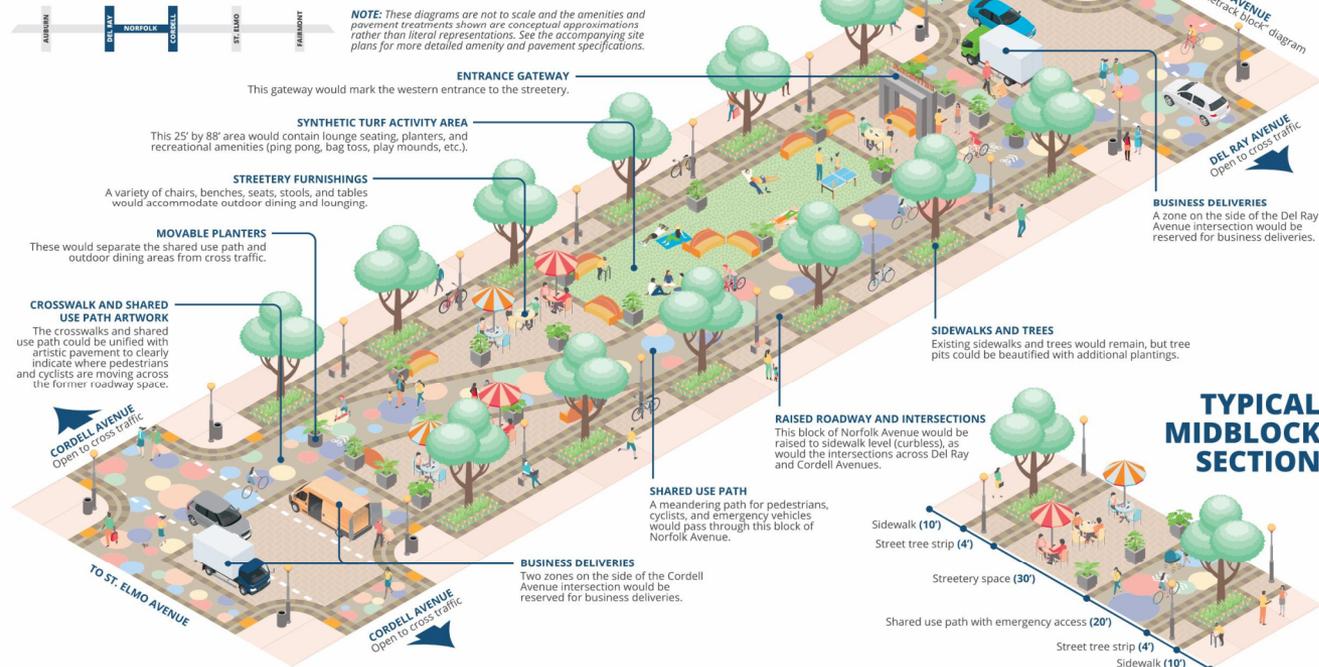
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Preferred Concept

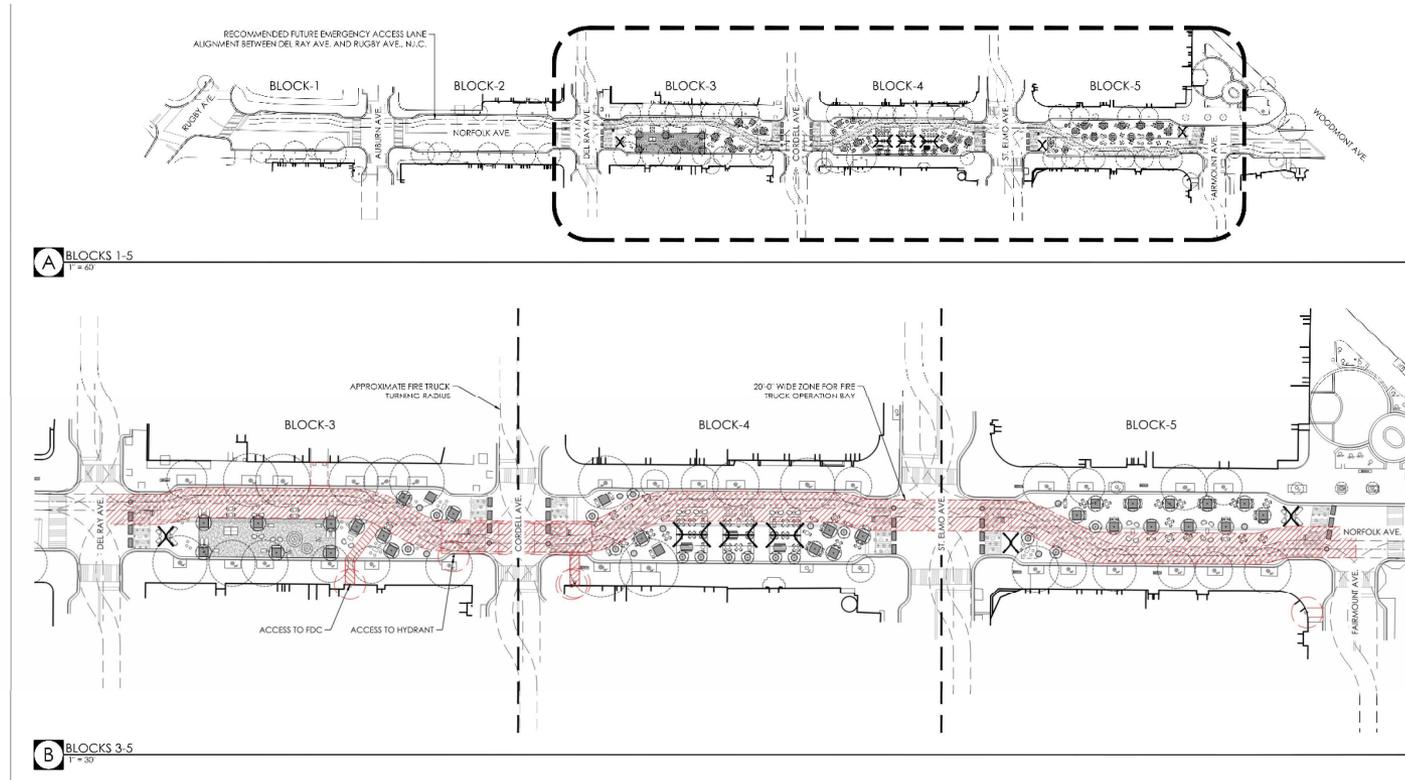
Streeterly, Curbless

Typical Streeterly Block NORFOLK AVENUE BETWEEN DEL RAY AND CORDELL AVENUES



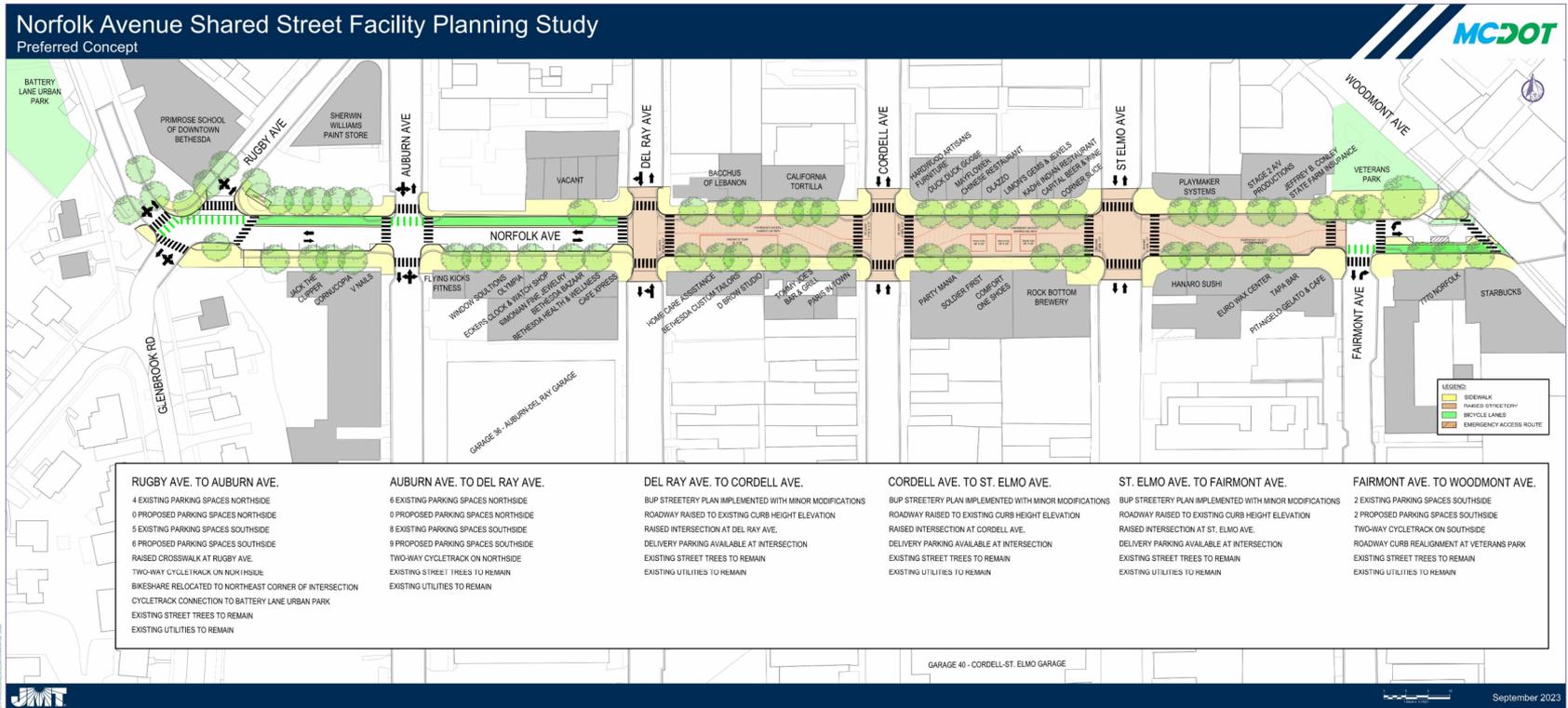
Preferred Concept

Bethesda Urban Partnership (BUP) Streetery Concept



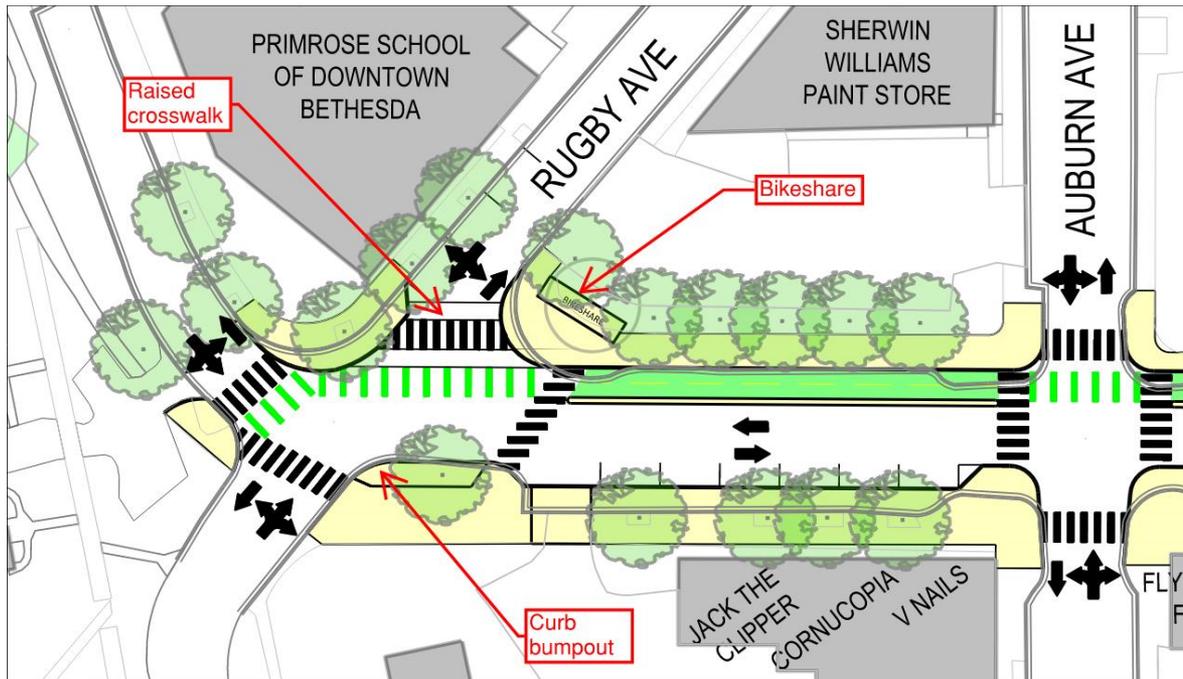
Preferred Concept

Corridor Plan View



Preferred Concept

Detailed View of Cycle Track



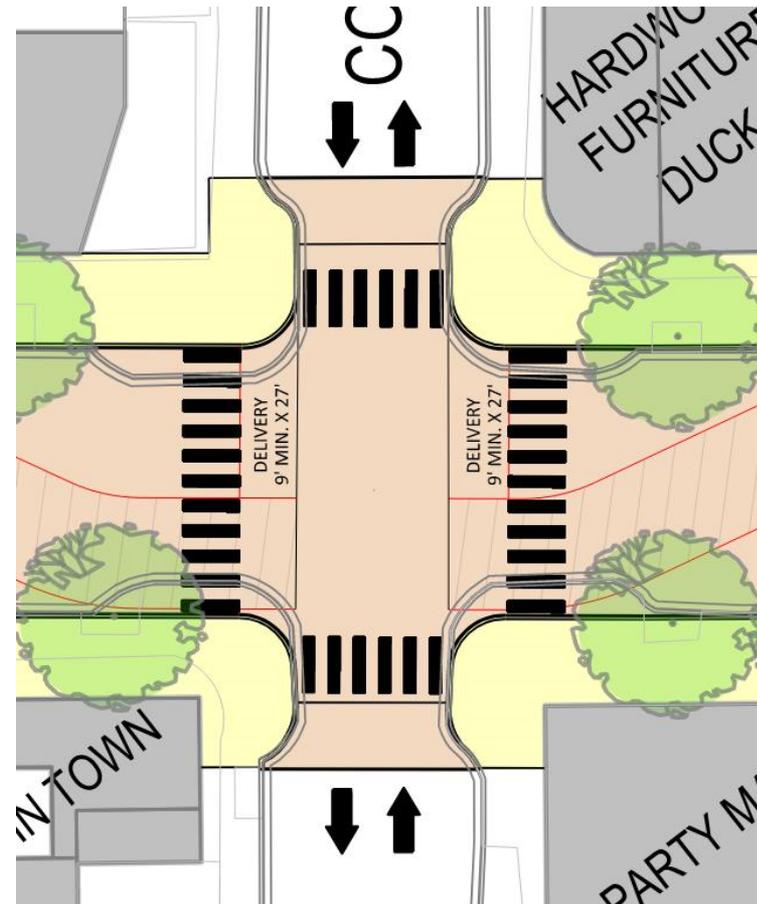
- 10' wide 2-way cycle track
- Relocated bikeshare
- Raised crosswalk
- Added curb bumpouts



Preferred Concept

Detailed View of Intersection

- Enhanced materials for crosswalks
- Incorporated delivery truck parking
- Included raised intersections
 - Provide consistent walking surface
 - Provide traffic calming for cross streets



Contact Information



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<https://www.montgomerycountymd.gov/dot-dte/projects/norfolkave/index.html>





Questions?

